

**Stewart, Tianna D AME3 RLSO SW, CORONADO**

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**From:** Campbell, Charles E LT NBC/AIROPS, N3  
**Sent:** Wednesday, March 12, 2014 16:09  
**To:** Obermiller, Michael L CDR NAVFAC SW, ESWD  
**Cc:** Sund, Christopher E CAPT Naval Base Coronado, N00; McWherter, Gregory A CAPT Naval Base Coronado, N00; Wever, Eric C CDR Naval Base Coronado, N3; Roby, Christopher LCDR NAS North Island, N32; Young, Jody K LCDR N32 - Air Operations, N32; Shaffer, Carl B CIV NAVFAC SW, AREMNP  
**Subject:** FW: FYSA: NASNI AICUZ BRIEF TO CNO N00J  
**Attachments:** NASNI Flight Operations Depictions for AICUZ.pptx

CDR Obermiller,

Sir, on behalf of the NBC CO CAPT Sund, I have attached two slides that I feel address the subject below.

- On our slide (b)(5)

The first slide shows (b)(5)

The last slide (b)(5)

Please let me know if you have any questions, or if you require anything else.

Standing by for direction, Sir.

V/R,  
LT Charles Campbell  
Deputy Air Operations Officer (N32)  
Naval Base Coronado

(b)(6)

(b)(5)

# Flight Operations Assumptions

- Average Approach Speed = 140 knots (Category C Aircraft)
- Standard Rate Turn ( $3^\circ/\text{sec}$ ) yields  $\sim 20^\circ$  Angle of Bank (AOB) for CAT C flying at 140 knots
- 30 degree arc is based on large aircraft  $\text{AOB}_{\text{max}}$  on final ( $4.73 \text{ deg/sec}$  Rate of Turn) at 140 knots
- Final Approach Course rollout distance (Wings level) = 0.7 NM (4200 feet)
- All APZs are measured with a width of 1500 feet from the center of the projected flight path, per AICUZ Instruction
- Depicted paths do not account for winds, aircraft performance, aircrew currency, navigational capability, TERP requirements, varying aircraft airspeeds and configurations, noise, safety, aircraft limitations, public perception
- Some flight path depictions may not be able to be categorized as a “visual approach” (may require TERPs input, and an approach created)
- Some approaches may require a new noise survey